

DATE 1645Z 30 OCT 1963

TOP SECRET

1	4
2	5
3	6

TO : DIRECTOR

25X1A

FROM :

ACTION:

OPS 1-7

INFO :

IMMEDIATE

IN 98086

TOR: 1737Z 30 OCT 63

25X1A

CITE

0408

25X1A

25X1A

FOR COL LEDFORD FROM

1. TODAY'S MSN IS THE ONE THAT WE WOULD HAVE LIKED TO HAVE FLOWN WHILE YOU WERE HERE, MSN 3236 LOOKS LIKE A VERY GOOD ONE. THE MSN AIRCRAFT PLUS BOTH SUPPORT WERE OFF ON TIME WITH ALL SORTIES FLOWN AS BRIEFED. THERE WERE ONLY ONE AND A HALF FLIGHT LINES AFFECTED BY WX AND THEY WERE ON THE EXTREME EASTERN PORTION OF THE AREA OF INTEREST WHICH CAN PROBABLY BE COVERED WITHOUT REFUELING. WX FOR THE REMAINDER OF THE FLIGHT LINES WAS VERY GOOD AND WE ANTICIPATE COMPLETE COVERAGE EXCEPT FOR THE LAST PORTION OF H TO I AND ON MOST OF J TO K. THE PILOT REPORTED NO PROBLEM IN MAINTAINING A GOOD TRACK IN THE CLEAR AREA.

2. THE RENDEZVOUS FOR REFUELING WAS EXECUTED PERFECTLY BY THE KC-135 CREW. A STANDARD HEAD ON TYPE RENDEZVOUS WAS ACCOMPLISHED WITH THE TANKER ROLLING OUT APPROX 4 NM BEHIND THE ARTICLE, RAPIDLY OVERTAKING IT. CONTACT WAS MADE OF THE FIRST ATTEMPT BY THE BOOM OPERATOR AND A FULL ON LOAD WAS ACCOMPLISHED

TOP SECRET

25X1A

0408 IN 98086

TOP SECRET

PAGE TWO

WITHOUT A DISCONNECT.

25X1D

4. THE ARTCLE RETURNED WITH AN O.K. FLIGHT AFTER 12:25 FROM TAKE OFF. THE PILOT DELAYED HIS LANDING FOR A FEW EXTRA MINUTES IN TRANSFERRING FUEL TO LEVEL THE LOAD FOR LANDING. HE APPEARED TO BE IN GOOD SHAPE AFTER THE LONG MSN.

5. WE HAVE NO PROBLEMS AT THIS TIME AND ARE IN EXCELLENT SHAPE FOR THE NEXT ONE. WE'RE PULLING FOR A BREAK IN THE WX IN THE AREAS REMAINING TO BE COVERED AND ARE HOPEFUL THAT WE CAN RUN OFF THE REST IN RAPID SUCCESSION.

END OF MESSAGE

TOP SECRET